

THE CHINA MAIL.

No. 9149.—MAY 30, 1892.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MÉRITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
CHOLMOLO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIJA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 1st June, the Company's S.S. *YANGTSE*, Commander Schmitz, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port for the above places.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon.

Cargo will be received on board until 4 p.m., and Parcels until 3 p.m. on the 31st May, 1892. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, May 19, 1892.

904

O. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN
FRANCISCO.

PROPOSED SAILING FROM HONGKONG,
THURSDAY, June 2, 1892.

City of Frying.—SATURDAY, June 25,
City of Rio de Janeiro.—TUESDAY, July 10.

THE U. S. Mail Steamship *CHINA*
will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY,
the 2nd June, a 1 p.m., taking
Passengers and Freight for Japan, the
United States and Europe.

RATES OF PASSAGE.

From Hongkong, First Class.
To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portand, O. \$225.00
To Liverpool and London \$34.00
To Paris and Boulogne \$34.00
To Havre and Marseilles \$35.00
Through Passage Ticket granted to
England, France and Germany by all
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

— DESTINATION: 30 day
Ticket. Contingent
Trip.

Kansas City, Mo., Omaha	285.00
Neb.	292.50
St. Louis, Mo.	292.90
St. Paul, Minn., Minnes	292.90
Chicago, Ill.	297.50
Milwaukee, Wis.	299.50
Cincinnati, Ohio	302.50
Columbus, Ohio	304.50
Detroit, Mich.	304.95
Cleveland, Ohio	306.55
Toronto, Canada	309.95
Pittsburg, Penn.	310.25
Niagara Falls, N.Y., Buf- falo, N.Y.	311.00
Washington, D.C., Balti- more, Md.	317.50
Montreal, Canada	318.75
Philadelphia, Penn.	319.50
New York	319.75
Boston, Mass.	321.15
Portland, Maine	327.25

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and to Government officials and their families.

Passenger by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, will be issued at following rates:

4 months \$337.50
12 months \$393.75

Passenger will be received on board until 4 p.m. the day previous to sailing. Fare
Package will be received at the office until 5 p.m., same day; all Parcels Package
should be marked to address in full; value
of same is required.

Consignees to accompany cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Offices in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, May 10, 1892.

847

CHINA REVIEW'

BACK NUMBERS

VOLS. IV. TO XVI.

FOR SALE AT HALF-PRICE.

10/-

THE CHINA MAIL.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Boats Saturday, June 11.

A STEAMER Saturday, July 2.

A STEAMER Saturday, July 23.

Perkins Saturday, August 13.

A STEAMER Saturday, September 3.

AND THEREAFTER THE PERMANENT SERVICE
OF THE COMPANY'S REGULAR STEAMERS.

(See Circular for Details.)

THE S. S. *BATAVIA*, Captain Hill,
will proceed to VICTORIA, B.C.,
and TACOMA, via NAGASAKI,
KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Points, and to Vladivostok
and United States Points.

Consignees of Goods for United
States Points should be in quadruplicate
and one copy must be sent forward by the
steamer to the care of the General Agent
Northern Pacific Railroad Tacoma Wash.

Parcels must be sent to our Office with
address marked in full by 5 p.m. on the
day previous to sailing.

For further information as to Passage or
Freight, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, May 21, 1892.

920

Mails.

Arrivals.

Vessels Advertised as Loading.

Destinations.

Vessels.

Agents.

Date of Loading.

Shipping.

Memos for To-morrow

Shipping.

Auctions.

W. S. WATSON & CO., LIMITED.

WINES AND SPIRITS.

Arrivals.

Public Auction.

TO-MORROW.

AN APPOINTMENT OF

PAKISTANIS WARE,

TERMS OF SALE.

CHEMISTS, &c.

LIMITED.

DAKIN BROS. OF CHINA,

LIMITED.

DAKIN'S Seltzer Vater.

MADEIRA, HOCK & CHAMPAGNES.

BRANDY.

SHIPPING.

ARRIVALS.

SHIPPING REPORTS.

DAKIN'S Seltzer Vater.

THE CHINA MAIL.

The Chinese population of San Francisco in 1880 was 21,745; in 1890 it amounted to 25,870. The *Bulletin* thinks that a gain of 4,125 in ten years in one city does not make a good showing for the present restriction law.

The horse of Lieutenant Robertson, of the Royal Engineers (writes the London correspondent of the *Yorkshire Post*), ought to receive the equine equivalent for the Victoria Cross, if such there be. It calls to mind that wonderful story told by General Marlow of the vicious mare, who, while which destroyed two of his assailants in action, with her teeth and heels, and then carried him through a hot fire to safety. But there is no evidence that the horse of Lieutenant Robertson was vicious. He knew that his master was in danger, and defended him. When a sudden attack was made on Lieutenant Robertson by a young Ghazi, and he fell from his horse, and the Ghazi came up to finish him, the faithful horse turned his heels and dashed out at every attempt of the Ghazi to approach the wounded man. This horse is said to have done until help was at hand of the assailant fled. Lieutenant Robertson attributes the 'saving' of his life to the behaviour of his horse.

The Austro-Hungarian corvette *Fauna*, Capt. Schwedler, arrived at San Francisco, says the *Chronicle*, on April 23rd, direct from Valparaiso. She came up under sail and was sixty-three days on the trip. Steam was only used during calms. The *Fauna* will remain there about three weeks, when she will leave for Honolulu, thence to Japan, and thence through the Suez Canal to Pots, Austria, making eighteen months cruise around the world. Although twenty years old, the corvette is in good condition. Two years ago Archduke Leopold made a voyage from Austria to China and Japan in the *Fauna*. The vessel is very comfortably fitted up in the officers' quarters. Her armament is not very heavy, there being only four six-inch breech-loading Krupp guns and two forty-seven-millimeter Hotchkiss rapid-firing guns. The vessel also has two search lights of 6000 candle power. Her speed is twelve and a half knots.

AT THE MASTERY TO-DAY, before Mr. W. C. Hastings, James P. Conn, manager, was charged by Kow Tong Tack, merchant, with assaulting Kung Chung on the 29th inst.

Defendant pleaded not guilty.

The complainant, Kow Tong Tack, stated he was managing owner of the Kungeng-Mo running between Macao and Hongkong. When the steamer came alongside the West Point Wharf he went on board. There were about 60 Chinese passengers and 7 or 8 Europeans. Defendant, who was among the passengers, struck the carpenter on the head with his clenched fist, knocking him down. The carpenter was moving a chair to allow some European ladies to pass. The chair did not touch the defendant, who was quite sober although very excited. The complainant and another passenger, Captain Smith, was also on board against the rail by the defendant. Witness then stepped forward, and told the defendant he was going too far. Defendant used foul language and called witness a d—d liar. Witness held up his finger and said, 'You must not use such language; I will teach you.' Witness sent for the police, and a lady begged him to accept an apology, and he did so. Mr. Fraser Smith and Mr. Cowen spoke to witness, and the other passengers tried to pacify the defendant, who, however, came up to the witness, and knocked him down with a blow on his clenched fist. Witness's left eye was blackened, his fingers knotted, and his lips and nose were bleeding.

Other witnesses gave evidence of the struggle on board the steamer.

Inspector Almon, No. 7 Police Station, said the defendant was using abusive language when brought to the Station. He said he would file the Police for not taking a charge from him against the complainant.

Defendant was bleeding from the mouth.

No witnesses were examined for the defense, but the defendant made the following statement:—I was sitting on a chair near the poop-deck when the steamer was going alongside. Two sailors came up and removed a chair, and accidentally struck me. They then got in front of the ladder and some of my friends were coming up to them to remove me. They would not do so. I slumped them out of the way, and they went to the complainant. He was in a vicious temper, and I asked him, 'Why I closed the door, I said, 'I did not have to strike the door, merely shoved him. After that he called me a liar, I advised him to desist.' He shook his hand in my face and ultimately struck me. (Handkerchief produced with thumbtack upon it.) Then I struck him. He went back and spoke in Chinese to a number of sailors. About a dozen of them came up and came at me with clubs. Mr. Fraser Smith appeared, then and P.C. 161. I went up with the policemen and related the incident at No. 7 Police Station, and charged the complainant with assault.

His Worship said it was evident from the evidence and the defendant's own statement that he was the first to commence the row. A fine of \$50, with the alternative of two months' imprisonment, was imposed.

THE IMURUS MINES.

A shareholder writes a very long letter to the *N.Y. Daily News*, under date 24th May, giving a sketch of the Imurus Company, according to the statements of its Directors. The writer says that if the various statements made of the gloomy prospects cannot be substantiated, some ought to be made responsible. He states that 'from 18th February until 11th April, not a word of any kind was communicated to shareholders in China, many of whom purchased further shares in the interval,' and on the day the first meeting was held, 'no news was received.' This apparently significant silence is one of the worst features of the Directors' conduct, and is supposed to be the reason why Messrs. Jardine, Matheson & Co. retired from the project here. He then concludes his letter:—

'As to the financial state of the Company, Mr. Whittall says, "as our present liabilities are obscured, arrangements have been made to allow a considerable portion of it, if necessary, to form part of the fresh capital now required." And, I trust we may not require to call up the whole of the new capital.'

Several questions were put by shareholders at the meeting which are not given in the report of the meeting, said Mr. Francis, who also suggested a number of questions which the Directors will doubtless be called upon to answer, one very important one being their reason for the delay in sending the unfavourable telegram of 11th April; the various statements appear to place a very serious responsibility on the Board if they are proven to be generally misleading, and if they should turn out in the end that the mines are not the valuable property they are represented to be by the Directors, in the report referred to

above; especially when it is borne in mind that the great majority of shareholders in China invested money in the mines almost entirely on the strength of the representation and standing of the Directors and agents of the Company.'

The following letter also appears in the *N.C. Daily News*:—

'Sir,—You would oblige by publishing the following telegraphic correspondence between Mr. Ernest Major, acting for the Committee of the Shanghai Association of Shareholders in the Imurus Mines, Ltd., and Mr. J. Whittall, London, Chairman of said Company.'

1.—Teleg. to London, dated 23rd instant:—

'What is the result of trial smelting? Will first oil be devoted towards developing mining?

2.—Teleg. from London, dated 23rd instant, and addressed to Messrs. Jardine, Matheson & Co.:—

'Communicate the following to Major.'

THE CHINA MAIL.

No. 9149.—MAY 30, 1892.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES & SAIL
WATER.

WHAMPoa.

Port's Name.	Flag & Rig.	Destination.
Amigo	Gen.	Gen.
Arigay	Brit.	Gen.
Choyang	Brit.	Gen.
Dorothy	Brit.	Gen.
Fookang	Brit.	Gen.
Fu Ping	Chi.	Gen.
Kewlin	Brit.	Gen.
Kwayang	Brit.	Gen.
Nanchang	Brit.	Gen.
Taisui	Brit.	Gen.
Wooang	Brit.	Gen.
Wooang	Brit.	Gen.

AMOY.

In port on May 26, 1892.

MERCHANT STEAMERS.

Brindisi	British
Deutrics	German
Osceola	Norwegian
Toucan	Chinese

MERCHANT SAILING VESSEL.

Cape City	Br. Smith.
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FOOCHOW.

In port on May 25, 1892.

MERCHANT STEAMERS.

Feechow	Chinese
Pechili	British

SHANGHAI.

In port on May 20, 1892.

MERCHANT STEAMERS.

Bayern	German
Bombay	British
Chingding	Chinese
Fushun	Chinese
Haechang	Chinese
Hainan	Chinese
Ing	German
Kiangfoo	Chinese
Kiangyung	Chinese
Kin Ling	Chinese
Kung Wo	British
Leeeyen	Chinese
Pechili	British
Poochi	Chinese
Port Adelaide	British
Saitio Maru	Japanese
Smith	Chinese
Store Nordiak	Danish
Surat	British
Tahing	British
Thaines	British
Wooang	British
Yantao	French
Yuenwo	British

NAGASAKI.

In Port on May 21, 1892.

Kozaki Maru

Japan, *bg.*

YOKOHAMA.

In port on May 20, 1892.

YOKOHAMA.

Arctie	Brit. sch.
Diana	Amer. sch.
Get. Skold	Amer. sch.
John Currie	Amer. sch.
Narwhal	Brit. yach.
Norma	Brit. sch.
North American Am. sch.	Am. sch.
Saipan	Am. sch.

BIACO.

In port on May 19, 1892.

Belle O'Brien Amer. sch.

MANILA.

In Port on May 18, 1892.

MERCHANT STEAMERS AND SAILING VESSELS.

Africa	Gen. str. Liverpool
Auricilia	Norw. str. Cebu
Asia	Brit. str. Barbadoes
Crown	Norw. str. St. Helens
Drot	Norw. str. Liverpool
Esmeralda	Brit. str. Hongkong
Espana	Span. str. Province
Geno-Harkness	Amer. str. New York
Salvadora	Span. str. Singapore
Salvatore D'Orsi	Ital. str. Hainan
San Antonio	Span. str. Hongkong
San Domingo	Span. str. U. P. Port. Spain
Volga	Russ. str. Saloum

ILIOIO.

MERCHANT SAILING VESSELS.

Ela	Gen. str. discharging
Orpheus	Brit. str. St. Helena
St. Julian	Brit. str. discharging
Wakefield	Brit. str. Montreal

BANGKOK.

In port on May 18, 1892.

MERCHANT SAILING VESSELS.

Alba	Ital. str. S. E. Asia
Aurora	Brit. str. S. E. Asia
Bea	Brit. str. S. E. Asia
Eliza	Gen. str. S. E. Asia
Gen. M. R. S. Mackenzie	Gen. str. S. E. Asia
Light. Commander Lepid	Gen. str. S. E. Asia
Pedro Cazorla	Gen. str. S. E. Asia
Capt. De Manuel Eliz	Gen. str. S. E. Asia
Commander Plakin	Gen. str. S. E. Asia
Commander John McGowan	Gen. str. S. E. Asia
Capt. B. de Brizel	Gen. str. S. E. Asia
Capt. Jose Fernandez	Gen. str. S. E. Asia
Captain Thonras	Gen. str. S. E. Asia
Commander Comella	Gen. str. S. E. Asia
Captain Chev. Ricotti	Gen. str. S. E. Asia
Captain Heiloff	Gen. str. S. E. Asia
Captain Moreira	Gen. str. S. E. Asia

WYCHWOOD.

Printed and published by G. M. MACKENZIE,

54, Wyndham Street, London, W.C.

Mails.



Intimations.

NOW READY.

PRICE, 50 CENTS.

UP THE YANGTSE,

E. H. PARKER,

with

SKETCH MAPS.

CONTENTS:

The Yangtse Gorges and Rapids in Put-pai.

The Rapids of the Upper Yang-tse.

The "Vade-Recum" of the Traveller

through the Gorges of the Great River.

Special Observations.

A Journey in North S. Ch'uan.

Nan-ch'uan and the Kung-t'an River.

Up the Kung-t'an River.

The Great Salt Wells.

North Kwei Chou.

The Wilds of Hu-peh.

Sz Ch'uan Plain.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLE,
BRINDISI,
PLYMOUTH AND LONDON:
ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N. B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLE,
HAMBURG, NEW YORK AND
BOSTON.

SPECIMEN ONLY LANDED AT PLYMOUTH:

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
THAMES Capt. W. A. SEATON, R.N.R.,
with Her Majesty's Mail, will be despatched
from this for LONDON, via BOMBAY
and SUEZ CANAL, on THURSDAY, 9th
JUNE, at Noon.

Cargo will be received on board until 4
p.m. Parcels and Specie (Gold) at the Office
until 11 p.m. on the day before sailing.

Silk and Valuables for the
Steamship at Colombo; General Cargo
for London in Batavia and Bombay
without transhipment, arriving one week
later than on the ordinary direct route via
Colombo. The will be sent either by
Steamship at Colombo according to arrangement
for further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Ships are particularly requested to
note the terms and conditions of the
Company's Bill of Lading.

Passengers desirous of insuring their bag
gage can do so on application at the
Company's Office.

This Steamer takes Cargo and Passengers
for MARSEILLE.

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co. Office,
Hongkong, May 29, 1892 955

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
TUESDAY, JUNE 14.
Oceania.....

THURSDAY, July 7.

Gulf.....

THE Steamship BELTIC will be
despatched for San Francisco and
Yokohama, on TUESDAY, 14th JUNE,
at 1 p.m., connection being made at Yoro-
hama with Steamers from Shanghai and
Japan Ports.

RATES OF PASSAGE.

From Hongkong, FIRST CLASS.

To San Francisco, Vancouver, Victoria,
Esquimalt New Westminster, Port Town-
send, Seattle, Tacoma, Peta-
land, O.